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Washington, D.C.

CIS

Air Transport 1980

The Annual Report of the U.S. Scheduled Airline Industry

A0325-5

1979* AT A GLANCE

TRAFFIC	1979	1978
Passengers Enplaned (000)	316,683	274,719
Revenue Passenger Miles (000)	261,979,204	226,781,368
Available Seat Miles (000)	416,044,986	368,750,530
Passenger Load Factor	63.0%	61.5%
Freight Ton Miles (000)	5,907,640	5,763,249
U.S. Mail Ton Miles (000)	1,206,298	1,167,717
Cargo Ton Miles (000)	7,170,130	6,987,426
Total Revenue Ton Miles (000)	34,538,856	31,095,184

FINANCIAL	1979	1978
Passenger Revenues ($000)	22,792,018	18,806,247
Freight Revenues ($000)	2,335,864	1,939,062
Total Operating Revenues ($000)	27,257,195	22,883,955
Total Operating Expenses ($000)	27,041,980	21,519,092
Operating Profit ($000)	215,215	1,364,863
Net Earnings ($000)	409,246	1,196,537
Rate of Return on Investment	7.0%	13.0%
Operating Profit Margin	0.8	6.0

* Includes 18 newly certificated carriers not included in 1978 data.
See page 29 for further information.

AIRLINE PASSENGERS TOP 300 MILLION

Ten years ago, in 1969, as the first decade of commercial jet transportation came to a close, the scheduled airlines of the United States carried 172 million passengers 125 billion miles. In 1979, in addition to moving nine out of every 10 intercity first class letters and about 4.5 million tons of high value freight, the U.S. airlines, with more than 300,000 employees, continued their role as the dominant intercity public transportation mode, carrying 317 million passengers 262 billion miles in domestic and international service.

As a measure of the efficiency and productivity of air transportation, the number of flights in 1979 remained about the same as in 1969, while revenue passenger miles more than doubled. But the airline story of 1979 was not one totally of growth. Despite a 15 per cent gain in traffic, profits declined sharply from 1978.

Soaring fuel costs — up 89 per cent in December, 1979, compared with December, 1978, and accounting for more than $2.3 billion in increased expenditures — primarily were responsible for the sharp drop in airline earnings. Operating profits of $1.4 billion in 1978 plummeted in 1979 to about $200 million, the sharpest dip in airline profits in any year.

Details of the airline industry's 1979 performance are set forth in this annual report prepared by the Air Transport Association, whose members represent more than 98 per cent of U.S. scheduled airline passenger traffic.

Looking beyond 1979, the growth of air transportation is projected to increase — the Federal Aviation Administration forecasts 500 million passengers annually by the end of the decade — although 1980 could see a temporary downturn.

Safety must and will remain the highest priority in the national air transportation system. A $3.5 billion surplus in the Aviation Trust Fund — 90 per cent of receipts are paid by airline passengers and shippers — provides ample resources for increased safety expenditures, and makes possible and equitable a significant reduction in the 8% domestic passenger tax and related international departure and freight waybill taxes paid by airline users.

In 1980, general aviation's aircraft total will exceed 200,000 compared with the 2,500 air carrier aircraft. Clearly, it will be necessary that the nation enhance airport and airway capacity in the years ahead to meet public transportation demands and the burgeoning growth of general aviation.

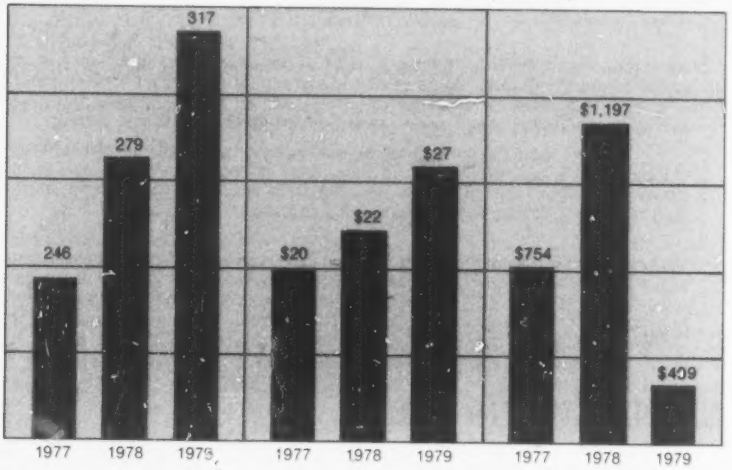
Fuel costs, about 12 percent of airline operating costs in 1973 and now more than 30 per cent, are a matter of urgent concern. So too is the vital requirement for adequate capital formation. Investment incentives must be improved and operating profit margins, which in 1979 were less than 1 per cent on each dollar of revenues, must recover the strength of 1978 and be sustained at that level to make possible procurement of more than $4 billion in new aircraft annually over the next five years.

Paul R. Ignatius

Paul R. Ignatius
President and Chief Executive Officer
Air Transport Association

June 15, 1980

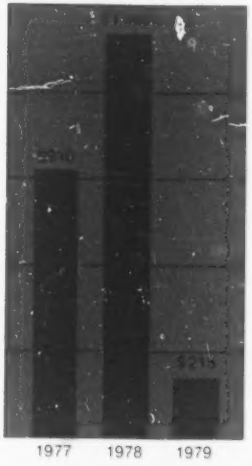
PASSENGERS
(millions)



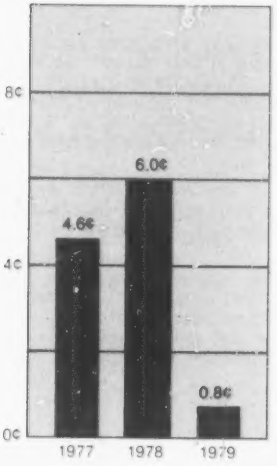
REVENUES $
(billions)

NET EARNINGS $
(millions)

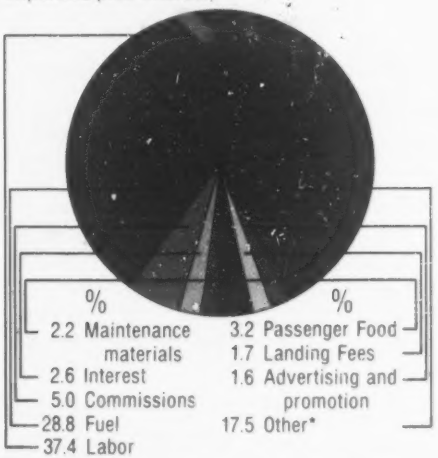
OPERATING PROFIT
(millions)



OPERATING PROFIT MARGIN
(¢ per dollar of sales)



OPERATING EXPENSES
(Based on cash operating expenses plus interest)

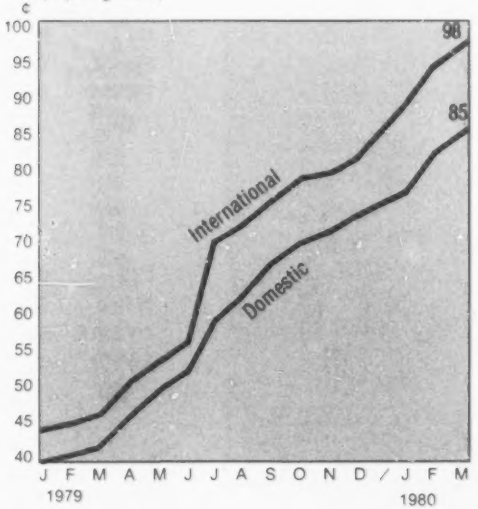


%		%	
2.2	Maintenance materials	3.2	Passenger Food
2.6	Interest	1.7	Landing Fees
5.0	Commissions	1.6	Advertising and promotion
28.8	Fuel	17.5	Other*
37.4	Labor		

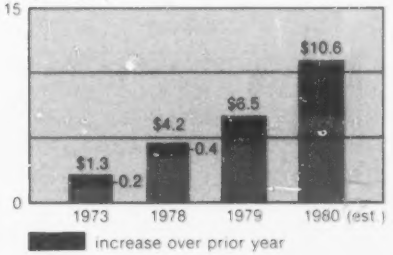
*Includes, for example, terminal and office rentals, insurance, utilities, supplies, etc.

NOTE: More detailed analysis, Pg. 12

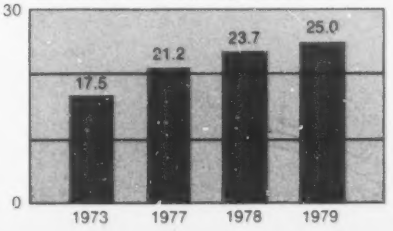
FUEL COSTS
(¢ per gallon)



ANNUAL FUEL COST
(billions)



AIRLINE FUEL EFFICIENCY
(passenger miles per gallon)



Service Highlights

Passengers, Load Factor, Flights, and Trip Length

Domestic Service

	1979	1978	1969
Domestic Passengers (000)	292,537	253,957	154,407
Flights	5,144,117	4,798,066	5,058,371
Average Length of Trip (miles)	714	719	674
Load Factor (%)	62.8	61.0	52.4

International Service (U.S. Carriers)

	1979	1978	1969
International Passengers (000)	24,146	20,759	13,493
Flights	235,735	217,873	295,489
Average Length of Trip (miles)	2,200	2,125	1,747
Load Factor (%)	63.8	63.7	51.1

Safety

U.S. Certificated Route Air Carriers All Scheduled Service, 1969-1979

	Departures (000)	Accidents Total	Accidents Fatal	Fatalities	Accidents Per Million Aircraft Miles
1969	5,377	51	8	158	.021
1970	5,100	43	4	85	.018
1971	4,999	43	7	203	.018
1972	4,966	46	7	190	.020
1973	5,134	36	8	221	.015
1974	4,726	43	7	463	.019
1975	4,704	30	2	122	.013
1976	4,835	22	2	42	.009
1977	4,934	20	3	652	.008
1978	5,013	19	4	19	.008
1979	5,050	23	5	350	.008

All Transportation Fatalities — 1979

Total Highway	51,083	Railroad	614
Marine Recreation	1,400	Air Carriers	353
General Aviation	1,311	Marine Commercial	181
Grade Crossings	878	Pipeline	38

Source: NTSB

Air Traffic at Top 30 U.S. Airports – 1979

	Passengers	Cargo (Metric Tons)	Aircraft Movements* (Landings & Takeoffs)
Chicago O'Hare	47,842,510	707,264.7	735,245
Atlanta	41,665,448	234,600	593,515
Los Angeles	34,923,205	427,061.6	539,319
New York (JFK)	26,976,675	652,466	314,133
San Francisco	24,159,924	436,520	365,463**
Dallas/Ft. Worth	22,579,117	270,254.25	445,163
Denver	20,542,684	155,693.66	486,300**
Miami	19,627,851	521,283.12	382,228
New York (LGA)	18,391,035	44,645	335,765
Boston	15,195,948	226,796.6	319,167
Honolulu	14,534,717	89,130	412,739
Washington, D.C. (DCA)	14,277,825	78,828.9	352,904
Detroit	11,164,576	122,585	283,548
Pittsburgh	11,139,164	82,733.5	338,994
Houston (IAH)	10,901,067	86,104.54	302,009
Las Vegas	10,574,127	5,607	365,705
Philadelphia	10,449,357	93,368.7	343,803
Seattle	9,820,490	218,337.27	211,965
Minneapolis/St. Paul	9,309,370	133,855.75	284,764
Newark	9,296,942	66,490	199,078
St. Louis	9,098,512	35,800	336,514**
Tampa	8,198,579	23,474	243,357
Cleveland	7,688,940	71,446.18	241,509
Phoenix	7,021,985	47,445	403,415**
New Orleans	6,562,291	23,376	203,354
San Diego	6,541,820	14,472.0	169,428
Memphis	6,261,172	32,896.71	364,426
Orlando	6,260,235	19,453	112,183
San Juan	6,081,310	138,451	170,810
Ft. Lauderdale	5,984,807	22,488	326,225

* Includes general aviation
** Includes military

Source: AOCI

ATA Airline Statistics

	Employees	Passengers	Departures	Revenue Passenger Miles (000)	Freight Ton Miles (000)	Total Operating Revenues	Net Profit
Air California	1,450	2,846,000	44,410	922,373	433	$ 98,116,106	$ 1,340,206
Air Florida	1,083	1,040,000	20,822	486,958	n.a.	60,046,966	3,383,446
Air New England	559	584,000	50,946	79,949	64	26,312,456	(2,778,521)
Alaska	1,402	1,023,000	21,990	834,243	9,313	97,595,186	3,375,440
Aloha	1,152	2,970,000	39,087	385,460	659	70,683,251	1,232,885
American	40,864	31,009,000	382,653	33,363,937	597,985	3,252,532,000	87,445,000
Braniff	14,964	14,353,000	249,870	13,420,343	141,028	1,337,783,934	(38,007,002)
Capitol International	761	44,284	265	105,141	44,875	79,494,937	n.a.
Continental	12,035	9,874,000	158,156	9,487,985	271,119	922,337,162	(13,185,021)
Delta	35,391	40,274,000	549,071	26,113,015	217,167	2,672,068,051	103,602,170
Eastern	38,655	42,724,000	577,450	28,894,579	236,153	2,881,526,257	57,630,534
Evergreen	317	296,104	12,171	527,578	54,319	6,189,000	1,462,000
Flying Tiger Line	4,661	129,311	19,637	841,850	1,164,382	455,679,000	11,455,000
Frontier	5,430	6,539,000	211,134	2,989,010	14,285	390,090,467	20,622,631
Hawaiian	1,553	3,796,000	46,689	491,096	2,029	108,535,708	777,644
Hughes Airwest	5,118	5,045,000	118,553	2,499,991	7,218	312,143,516	(22,624,201)
Midway†	—	—	—	—	—	—	—
National*	8,059	6,582,000	102,835	8,293,943	69,385	692,941,000	14,217,000
Northwest	12,061	11,636,000	168,613	13,298,164	503,216	1,296,905,845	72,475,244
Ozark	4,092	4,034,000	123,872	1,552,670	7,470	233,436,994	(883,344)
Pan American	27,518	9,275,000	81,017	22,872,298	1,065,226	3,266,884,000	76,128,000
Piedmont	4,564	5,479,000	169,045	1,931,600	8,118	296,800,144	11,163,771
Pacific Southwest	3,624	8,645,000	90,417	2,804,407	3,525	292,989,200	23,097,000
Republic	8,945	12,031,000	395,791	3,695,214	20,050	609,231,697	13,061,000
Texas International	3,329	4,441,000	93,572	2,186,298	6,494	234,979,938	40,495,191
Trans World	37,152	22,574,000	296,464	30,830,225	343,243	2,891,903,637	(27,380,019)
United	52,947	35,373,000	469,453	36,825,549	463,949	3,224,099,915	(101,383,831)
USAir**	9,316	14,060,000	288,246	5,049,362	20,818	728,710,000	33,426,000
Western	11,256	11,952,000	168,928	10,257,849	125,473	932,118,765	41,540,472
Wien Air Alaska	1,066	679,000	73,009	339,260	16,367	85,484,294	(1,713,685)
Associate Members:							
Air Canada	22,808	12,800,000	189,452	14,414,000	318,000	1,597,200,000	55,400,000
CP Air	7,834	3,277,409	43,846	5,195,069	99,485	536,920,944	16,344,000

† Began operating November, 1979.
* Merged with Pan Am, Jan. 8, 1980.
** Formerly Allegheny Airlines.

Aircraft in Service U.S. Scheduled Airlines

Manufacturer	Model	1979	1978	1969
Airbus Industrie:	A300	12	6	0
Boeing:	B707	175	207	417
	B720	7	9	127
	B727	1,029	909	605
	B737	206	151	132
	B747	131	112	1
British Aircraft Corp.:	BAC111	28	30	60
Convair:	580/600 (Turboprop)	62	50	143
de Havilland:	DHC6/7 (Turboprop)	16	13	0
Fairchild:	F27/227 (Turboprop)	22	23	89
Lockheed:	Electra (Turboprop)	17	7	40
	L382B/100 (Turboprop)	12	0	9
	L1011	87	84	0
McDonnell Douglas:	DC8	184	127	254
	DC9	381	367	316
	DC10	140	126	0
Nihon:	YS11 (Turboprop)	12	20	17
Nord:	262 (Turboprop)	0	9	0
Swearingen:	Metro (Turboprop)	21	8	0
Total:		2,380	2,128	1,973
Jet		162	130	310
Turboprop		0	5	120
Piston		2,542	2,263	2,403
Total				

Airline and General Aviation Fleets

	1979	1978	1969
Scheduled Airline			
Total Aircraft	2,542	2,266	2,421
Turbine	2,542	2,258	2,283
Piston	0	5	120
Rotorcraft	0	3	18
% of Total Aircraft	1.3	1.2	1.8
General Aviation			
Total Aircraft	193,000*	184,300	130,800
Turbine	5,900	5,200	2,200
Piston	178,200	170,800	124,600
Rotorcraft	5,100	4,700	2,500
Other	3,800	3,600	1,500
% of Total Aircraft	98.7	98.8	98.2
Overall Total	195,542*	186,566	133,221

* Estimated

Source: GAMA

Aircraft on Order

ATA Member Airlines

Manufacturer	Model	Total on Order
Airbus Industrie:	A300	13
Boeing:	B-727	140
	B-737	33
	B-747	11
	B-757	23
	B-767	112
Lockheed:	L-1011	31
McDonnell Douglas:	DC-9	66
	DC-10	18
De Havilland:	DHC-7	2
Total Aircraft on Order as of June 1, 1980:		449

Fleet Composition ATA Member Airlines (as of May, 1980)

Air California-B-737 (12), L-188 (3)

Air Florida-B-737 (11), DC-9 (3)

Air New England-DHC-6 (10), FH-227 (8)

Alaska Airlines-B-727 (12)

Aloha Airlines-B-737 (8)

American Airlines-B-707 (66), B-727 (145), B-747 (11), DC-10 (31)

Braniff International-B-727 (93), B-747 (7), DC-8 (16)

Capitol International-DC-8 (8)

Continental Airlines-B-727 (56), DC-10 (13)

Delta Air Lines-B-727 (120), DC-8 (13), DC-9 (42), L-1011 (31)

Eastern Air Lines-A-300 (14), B-727 (134), DC-9 (75), L-1011 (31)

Evergreen International-DC-8 (5), DC-9 (3), L-188 (7), B-727 (4)

Flying Tiger Line-B-747 (9), DC-8 (21)

Frontier Airlines-B-737 (40), CV-580 (22), DHC-6 (3)

Hawaiian Airlines-DC-9 (9), SD-330 (1), L-188 (8)

Hughes Airwest-B-727 (9), DC-9 (41), F-27 (3)

Midway Airlines-DC-9 (3)

Northwest Airlines-B-727 (64), B-747 (29), DC-10 (22)

Ozark Airlines-DC-9 (40), FH-227 (8)

Pan American World Airways-B-707 (20), B-727 (58), B-747 (45) DC-10 (15), L-1011 (4)

Piedmont Airlines-B-727 (6), B-737 (32), YS-11 (10)

PSA-Pacific Southwest Airlines-B-727 (24)

Republic Airlines-DC-9 (82), CV-580 (23), SA-226 (8), Metro II (4)

Texas International Airlines-DC-9 (33)

Trans World Airlines-B-707 (85), B-727 (91), B-747 (15), DC-9 (5), L-1011 (30)

United Airlines-B-727 (186), B-737 (54), B-747 (18), DC-10 (42), DC-8 (69)

USAir-B-727 (13), BAC-111 (28), DC-9 (49)

Western Airlines-B-707 (5), B-727 (44), B-737 (20), DC-10 (12)

Wien Air Alaska-B-737 (10)

Air Canada-B-747 (7), L-1011 (10), DC-8 (28), B-727 (25), DC-9 (46)

CP Air-B-727 (2), B-737 (11), B-747 (4), DC-8 (10), DC-10 (3)

Intercity Passenger Travel in the United States

(Passenger Miles in Millions)

	1979	1978	1969
Common Carriers			
Airlines	210,300	182,677	102,717
Railroads ..	11,600	10,222	7,622
Motor Buses .	26,600	25,100	24,900
Total	248,500	217,999	135,239
Air Share (%) ...	84.6	83.8	76.0
Private Automobiles .	1,289,200	1,162,000	977,000
Total Common Carrier and Auto	1,537,700	1,379,999	1,112,239
Common Carrier Share (%).	16.1	15.8	12.2
Air Share (%)	13.6	13.2	9.2

International Air Travel

	1979	1978	1969
Passengers (000) via Air	37,296	32,750	16,605
Via U.S. Flag Carriers	19,021	16,381	9,124
% of Total ...	51	50	55
Via Foreign Flag Carriers	18,275	16,369	7,481
% of Total ...	49	50	45

Travel Agency Growth

	1979	1978	1969
Number of U.S. Travel Agents ...	16,112	14,804	6,407
Sales by U.S. Agents* ($billions)	14.7	11.4	2.0
Commissions Paid ($millions)	1,176	895	208

* Area Settlement Plan figures representing sales on domestic and foreign carriers serving the U.S.

Employment

U.S. Scheduled Airlines

	1979	1978	1968
Pilots and Copilots	29,936	28,336	26,262
Other Flight Personnel	7,141	7,432	8,387
Flight Attendants ...	52,694	48,353	33,621
Communications Personnel	1,130	1,166	3,264
Mechanics	44,801	44,467	52,886
Aircraft and Traffic Servicing Personnel	97,953	96,428	86,462
Office Employees ...	71,374	66,679	63,743
All Others	35,667	36,442	37,297
Total Employment ..	340,696	329,303	311,922

Passenger Revenues Per Mile

(Cents Per Mile)

US. Scheduled Airlines	1979	1978	1969
Domestic			
First Class	11.34	11.98	7.78
Coach	8.34	7.81	5.27
Total	8.94	8.49	5.79
International			
First Class	14.07	13.62	8.09
Tourist	7.21	7.06	4.82
Total	7.66	7.49	5.18
Total	8.68	8.29	5.68

Freight Revenues Per Mile

(Cents Per Mile)

U.S. Scheduled Airlines	1979	1978	1969
Domestic	41.30	37.10	21.03
International	37.34	28.50	18.29
Total	39.61	33.65	19.99

Revenue, Cost and Profit Per Ton Mile

(Cents Per Mile)

	1979	1978	1969
Domestic Service			
Unit Revenue	84.40	78.53	49.74
Unit Cost	83.90	74.10	47.43
Operating Profit Margin	0.50	4.43	2.31
International			
Unit Revenue	63.04	59.20	30.68
Unit Cost	62.29	54.92	29.60
Operating Profit Margin	0.75	4.28	1.08
Total Industry			
Unit Revenue	78.91	73.59	43.98
Unit Cost	78.29	69.20	42.04
Operating Profit Margin	0.62	4.39	1.94

Principal Elements of Airline Operating Expenses*

Trunk and Local Service Airlines

Labor

	1979	1978	1969
Total Cost ($billions)	9.7	8.4	3.4
Average Number of Employees	330,393	302,189	293,151
Average Compensation ($)	30,033	27,891	11,700
Percent of Total Operating Expenses	39.9	42.4	45.6

Fuel

	1979	1978	1969
Total Cost ($billions)	6.2	4.0	1.0
Gallons Used (billions)	10.7	10.2	9.3
Avg. Cost Per Gal. (¢)	57.5	39.2	11.2
Percent of Total Operating Expenses	24.8	20.1	13.8

Traffic Commissions

	1979	1978	1969
Total Cost ($millions)	1,242	971	208
RPM's (billions)	260	234	141
Cost Per RPM (¢)	.48	.42	.15
Percent of Total Operating Expenses	5.1	4.9	2.8

Passenger Meals

	1979	1978	1969
Total Cost ($millions)	839	702	300
RPM's (billions)	260	234	141
Cost Per RPM	.324	.301	.213
Percent of Total Operating Expenses	3.4	3.5	4.0

Capital

	1979	1978	1969
Interest on Long Term Debt ($millions)	619	534	321
Average Long Term Debt Outstanding ($billions)	7.2	6.4	5.2
Average Book Interest Rate (%)	8.6	8.4	6.2
Percent of Total Operating Expenses	2.5	2.7	4.3

Aircraft Maintenance Materials

	1979	1978	1969
Total Cost ($millions)	576	527	289
ATM's (millions)	57,495	53,244	40,873
Cost Per ATM (¢)	1.003	.990	.707
Percent of Total Operating Expenses	2.4	2.6	3.8

Landing Fees

	1979	1978	1969
Total Cost ($millions)	480	435	156
Aircraft Weight Landed (#billions)	671	688	557
Cost Per 1,000# Landed (¢)	71.4	63.2	28.1
Percent of Total Operating Expenses	2.0	2.2	2.2

Advertising & Promotion

	1979	1978	1969
Total Cost ($millions)	395	346	239
RTM's (millions)	31,302	28,648	18,652
Cost Per RTM (¢)	1.3	1.2	1.3
Percent of Total Operating Expenses	1.6	1.7	3.2

* Total operating expense plus interest on long term debt less depreciation and amortization.

Individual Airline Service in 1979*

	Enplanements (000)		Revenue Passenger Miles (000)		Freight Ton Miles (000)	
1.	Eastern	42,724	United	36,825,549	Flying Tiger	1,164,382
2.	Delta	40,274	American	33,363,937	Pan Am	1,065,226
3.	United	35,373	TWA	30,830,225	American	597,985
4.	American	31,009	Eastern	28,894,579	Northwest	503,216
5.	TWA	22,574	Delta	26,113,015	United	463,949
6.	Braniff	14,353	Pan Am	22,872,298	Seaboard	431,869
7.	USAir	14,060	Braniff	13,420,343	TWA	343,243
8.	Republic	12,031	Northwest	13,298,164	Continental	271,119
9.	Western	11,952	Western	10,257,849	Eastern	236,153
10.	Northwest	11,636	Continental	9,487,985	Delta	217,167
11.	Continental	9,874	National	8,293,943	Airlift	157,330
12.	Pan Am	9,275	USAir	5,049,362	Braniff	141,028
13.	PSA	8,645	Republic	3,695,214	Western	125,473
14.	National	6,582	Frontier	2,989,010	National	69,385
15.	Frontier	6,539	PSA	2,804,407	USAir	20,818

16.	Piedmont	5,479	16.	Hughes Airwest	2,499,991	16.	Republic 20,050
17.	Southwest	5,281	17.	Texas International	2,186,298	17.	Wien 16,367
18.	Hughes Airwest	5,045	18.	Piedmont	1,931,600	18.	Frontier 14,285
19.	Texas International	4,441	19.	Ozark	1,552,670	19.	Alaska 9,313
20.	Ozark	4,034	20.	Southwest	1,494,288	20.	Piedmont 8,118
21.	Hawaiian	3,796	21.	Air California	922,373	21.	Ozark 7,470
22.	Aloha	2,970	22.	Alaska	834,243	22.	Hughes Airwest 7,218
23.	Air California	2,846	23.	Hawaiian	491,096	23.	Texas International 6,494
24.	Air Florida	1,040	24.	Air Florida	486,958	24.	PSA 3,525
25.	Alaska	1,023	25.	Aloha	385,460	25.	Hawaiian 2,029
26.	Wien Air	679	26.	Wien Air	339,260	26.	Reeve Aleutian 1,374
27.	Golden West	652	27.	Transamerica	159,481	27.	Transamerica 703
28.	Air New England	584	28.	Air New England	79,949	28.	Aloha 659
29.	Aspen	292	29.	Reeve Aleutian	59,568	29.	Southwest 482
30.	Altair	257	30.	Aspen	47,141	30.	Air California 433

* Service data for 1979 was affected by work stoppages and DC-10 grounding. See Notes on page 29.

Individual Airline Service in 1979

	Overall Revenue Ton Miles (000)		Passenger Revenues (000)		Total Operating Revenues (000)	
1.	United	4,327,241	United	$2,751,072	American	$3,252,532
2.	American	4,088,381	American	2,725,454	United	3,224,100
3.	TWA	3,582,438	Eastern	2,623,176	TWA	2,891,904
4.	Pan Am	3,520,464	TWA	2,503,527	Eastern	2,881,526
5.	Eastern	3,217,059	Delta	2,432,142	Delta	2,672,068
6.	Delta	2,931,848	Pan Am	1,859,082	Pan Am	2,573,943
7.	Northwest	1,956,217	Braniff	1,200,329	Braniff	1,337,784
8.	Braniff	1,533,564	Northwest	1,067,214	Northwest	1,296,906
9.	Continental	1,250,798	Western	827,675	Western	932,119
10.	Flying Tiger	1,222,210	Continental	807,694	Continental	922,337
11.	Western	1,187,811	USAir	650,255	USAir	728,710
12.	National	921,052	National	635,466	National	692,941
13.	USAir	543,918	Republic	527,792	Republic	609,232
14.	Seaboard	469,866	Frontier	339,897	Flying Tiger	455,679
15.	Republic	399,794	PSA	275,862	Frontier	390,090

16.	Frontier	321,220	Piedmont	264,751	Hughes Airwest	312,144
17.	PSA	285,105	Texas International	213,218	Piedmont	296,800
18.	Hughes Airwest	260,342	Ozark	192,619	PSA	292,989
19.	Texas International	228,267	Air California	90,398	Texas International	234,980
20.	Piedmont	205,164	Southwest	88,383	Ozark	233,437
21.	Ozark	166,424	Hawaiian	84,327	Seaboard	148,247
22.	Airlift	158,817	Alaska	82,157	Southwest	128,581
23.	Southwest	149,910	Aloha	57,362	Hawaiian	108,536
24.	Alaska	97,202	Air Florida	47,901	Air California	98,116
25.	Air California	92,682	Air New England	20,287	Alaska	97,595
26.	Wien Air Alaska	59,727	Air Wisconsin	17,946	Airlift International	94,759
27.	Hawaiian	51,648	Golden West	17,684	Wien Air Alaska	85,484
28.	Air Florida	47,796	Reeve Aleutian	10,463	Air Florida	60,047
29.	Aloha	39,786	Altair	10,063	Air New England	26,312
30.	Transamerica	16,651	Aspen	9,908	Reeve Aleutian	12,449

Traffic and Service

	Total U.S. Scheduled			Domestic Trunk			Local Service		
	1979	1978	1969	1979	1978	1969	1979	1978	1969
Passenger Traffic									
Revenue passengers enplaned (000)	316,683	274,716	171,898	211,554	196,073	129,883	51,629	48,612	24,547
Revenue passenger miles (000)	261,979,204	226,781,182	125,420,120	180,717,936	164,150,171	95,657,705	19,904,145	16,477,664	6,312,630
Available seat miles (000)	416,044,986	368,750,719	250,845,929	285,962,923	268,190,511	190,064,198	33,904,420	28,130,174	14,722,390
Revenue passenger load factor (%)	63.0	61.5	50.0	63.2	61.2	50.3	58.6	58.6	42.9
Average length of haul (miles)	827.2	825.4	73.0	854.2	837.1	736	385.5	338.9	257
Cargo Traffic (Ton Miles)									
Total (000)	7,170,130	6,987,425	4,690,355	3,183,049	3,295,024	2,622,526	134,685	129,285	70,440
Freight (000)	5,907,640	5,763,214	3,240,965	2,372,326	2,523,358	1,753,602	84,453	84,816	40,052
Express (000)	56,192	56,494	109,467	51,297	52,884	99,331	1,714	1,581	7,999
U.S. Mail (000)	1,206,298	1,167,717	1,339,923	759,426	718,782	769,593	48,518	42,888	22,389
Overall Traffic & Service									
Nonscheduled traffic — total ton miles (000)	1,157,893	1,415,774	3,091,193	293,391	429,291	806,553	72,980	102,484	15,315
Total revenue ton miles — all services (000)	34,538,856	31,095,184	19,989,409	21,550,331	20,140,854	12,647,138	2,198,109	1,879,552	694,550
Total available ton miles — all services (000)	62,541,587	56,869,894	42,779,192	39,888,307	38,072,875	29,165,115	4,268,859	3,684,894	1,859,443
Ton mile load factor (%)	54.9	54.2	46.7	53.9	52.9	43.4	51.2	50.8	37.4
Scheduled revenue aircraft departures	5,379,852	5,015,939	5,378,343	2,980,341	2,973,188	3,184,595	1,400,213	1,472,772	1,585,363
Scheduled revenue aircraft miles (000)	2,788,127	2,520,165	2,384,866	1,908,445	1,812,660	1,747,185	361,668	321,311	227,603
Scheduled revenue aircraft hours	6,700,322	6,031,743	5,895,772	4,377,706	4,164,775	4,073,520	1,050,883	995,989	895,966

	International Trunks			Intra-Hawaiian			Intra-Alaskan		
	1979	1978	1969	1979	1978	1969	1979	1978	1969
Passenger Traffic									
Revenue passengers enplaned (000)	24,072	20,757	13,493	6,766	6,488	2,442	1,798	1,572	315
Revenue passenger miles (000)	52,939,951	44,104,146	22,702,695	876,613	845,498	327,017	1,234,276	1,066,275	101,333
Available seat miles (000)	83,084,935	69,199,608	44,411,659	1,344,287	1,272,622	772,192	2,193,940	1,697,889	253,389
Revenue passenger load factor (%)	63.7	63.7	51.1	65.2	66.4	42.3	56.3	62.8	40.0
Average length of haul (miles)	2,199.1	2,124.8	1,683	129.5	130.3	134	686.7	678.2	322
Cargo Traffic (Ton Miles)									
Total (000)	1,949,603	1,759,008	1,389,711	3,778	4,915	3,665	43,349	38,637	11,247
Freight (000)	1,661,618	1,488,133	936,110	2,688	3,832	2,745	27,085	23,892	5,972
Express (000)	838	753	444	—	—	—	—	—	—
U.S. Mail (000)	287,147	270,122	453,157	1,090	1,083	920	16,264	14,745	5,275
Overall Traffic & Service									
Nonscheduled traffic — total ton miles (000)	293,262	445,818	1,253,832	44,388	6,998	18	3,907	4,054	2,679
Total revenue ton miles — all services (000)	7,553,197	6,627,569	4,953,257	135,822	96,457	32,361	170,685	149,289	24,457
Total available ton miles — all services (000)	13,337,943	11,485,774	9,220,759	218,784	163,178	83,662	320,219	257,917	47,051
Ton mile load factor (%)	56.2	57.1	53.7	60.1	61.4	38.7	53.3	58.0	52.0
Scheduled revenue aircraft departures	224,169	209,512	295,489	85,776	83,313	76,003	113,849	105,942	61,885
Scheduled revenue aircraft miles (000)	343,390	301,372	359,476	10,303	9,962	8,697	23,251	23,670	7,438
Scheduled revenue aircraft hours	685,307	616,823	753,347	32,602	30,828	30,916	97,012	83,394	38,371

Traffic and Service (Cont'd)

	Other			All Cargo (Domestic)			All Cargo (International)		
	1979	1978	1969	1979	1978	1969	1979	1978	1969
Passenger Traffic									
Revenue passengers enplaned (000)	20,754	930	47						
Revenue passenger miles (000)	6,122,624	124,768	5,221						
Available seat miles (000)	9,313,648	84,568	9,896	*	*	*	*	*	*
Revenue passenger load factor (%)	59.0	51.9	52.8						
Average length of haul (miles)	228.3	129.0	110.0						
Cargo Traffic (Ton Miles)									
Total (000)	6,429	357	12	945,352	843,320	215,123	903,155	916,907	368,235
Freight (000)	5,159	299	11	919,031	813,561	208,058	834,550	825,352	287,810
Express (000)	13	—	1	2,330	1,276	1,530	—	—	8
U.S. Mail (000)	1,257	58	—	23,991	28,483	5,535	68,605	91,555	80,417
Overall Traffic & Service									
Nonscheduled traffic — total ton miles (000)	25,827	2,214	229	26,707	26,981	259,539	397,108	397,933	724,940
Total revenue ton miles — all services (000)	638,967	15,048	741	972,198	870,300	474,662	1,302,147	1,315,620	1,093,261
Total available ton miles — all services (000)	1,725,503	33,407	1,303	1,469,110	1,343,912	726,584	1,840,782	1,826,497	1,538,391
Ton mile load factor (%)	54.3	44.5	51.4	66.1	64.6	65.3	70.5	70.6	71.1
Scheduled revenue aircraft departures	624,951	88,219	6,348	22,551	22,870	13,400	7,852	8,361	11,083
Scheduled revenue aircraft miles (000)	98,057	8,876	686	25,806	25,179	10,456	16,626	17,214	14,665
Scheduled revenue aircraft hours	364,702	47,389	4,550	55,451	54,289	27,064	33,385	34,582	32,806

* Reports not required of these carriers.

Operating Revenues and Expenses (In Thousands of Dollars)

	Total U.S. Scheduled			Domestic Trunk			Local Service		
	1979	1978	1969	1979	1978	1969	1979	1978	1969
Operating Revenues — Total	27,257,195	22,883,955	8,790,951	17,466,701	15,309,391	6,134,700	2,805,391	2,271,179	611,080
Passenger	22,792,108	18,806,247	7,119,795	15,364,444	13,263,109	5,350,986	2,464,259	1,960,689	520,806
Freight	2,335,864	1,939,062	648,030	961,091	919,052	365,015	110,732	103,457	22,630
U.S. Mail	460,694	386,639	288,373	267,444	221,207	165,246	34,775	29,029	9,366
Express	52,612	47,758	38,089	45,903	43,499	33,317	3,991	2,983	3,957
Charter	519,323	578,285	525,759	148,116	187,978	147,482	42,434	56,534	9,252
Public Service Revenue	83,579	65,809	40,003	—	180	—	72,388	58,532	34,804
Other*	255,789	1,060,154	130,903	88,742	674,366	72,655	63,110	59,955	10,266
Operating Expenses — Total	27,041,780	21,519,092	8,403,497	17,550,553	14,470,415	5,789,817	2,674,952	2,127,199	628,517
Flying Operations	9,925,242	7,017,855	2,468,714	6,508,479	4,779,236	1,690,242	954,494	692,782	189,916
Maintenance	3,024,896	2,651,407	1,302,001	1,964,963	1,788,619	908,489	323,931	285,095	108,272
General Services & Administration									
Passenger Service	2,650,548	2,138,103	830,681	1,859,552	1,534,323	600,072	206,746	160,366	38,751
Aircraft & Traffic Servicing	4,618,589	3,888,420	1,489,885	2,889,541	2,508,361	1,010,865	575,573	487,434	144,372
Promotion and Sales	3,463,810	2,663,178	1,035,401	2,093,203	1,757,679	701,427	464,011	228,887	58,329
Administrative	1,067,675	973,158	408,428	607,159	596,812	253,782	130,280	111,034	34,344
Total	11,800,622	9,662,859	3,764,394	7,449,457	6,397,175	2,566,147	1,376,612	987,721	275,795
Depreciation & Amortization	1,678,295	1,554,458	868,384	1,084,440	1,074,106	624,937	138,334	120,635	54,533
Net Operating Income	215,215	1,364,863	387,454	(63,852)	838,976	344,883	130,439	143,980	(17,436)

* Includes excess baggage, foreign mail, miscellaneous operating revenues and other transport.

Operating Revenues and Expenses (In Thousands of Dollars) Cont'd

	International Trunks			Intra-Alaskan			Intra-Hawaiian		
	1979	1978	1969	1979	1978	1969	1979	1978	1969
Operating Revenues — Total	5,191,457	4,331,776	1,689,387	204,811	165,006	25,704	179,218	150,543	35,753
Passenger	4,076,328	3,304,993	1,176,349	101,896	115,475	11,869	150,639	134,875	33,075
Freight	710,441	443,388	185,346	21,580	18,266	3,307	4,476	5,345	1,943
U.S. Mail	106,905	91,636	91,769	21,451	15,514	5,267	1,237	1,328	258
Express	733	698	156	12	—	—	—	—	—
Charter	158,481	202,762	199,930	3,425	4,346	2,064	16,764	4,349	23
Public Service Revenue	—	—	—	5,047	2,536	2,494	—	—	—
Other	97,486	288,300	35,838	1,643	8,869	703	1,495	4,646	454
Operating Expenses — Total	5,105,028	4,010,697	1,638,275	203,325	153,803	23,802	177,571	146,234	37,408
Flying Operations	1,795,279	1,210,641	456,431	73,388	47,822	6,633	56,075	42,814	13,097
Maintenance	520,806	457,787	219,053	25,022	22,091	5,977	23,349	17,645	6,793
General Services & Administration									
Passenger Service	530,721	421,835	178,003	14,234			7,844	6,709	1,604
Aircraft & Traffic Servicing	819,550	676,076	278,708	42,942	*	*	33,957	31,304	6,397
Promotion and Sales	765,125	601,836	258,418	17,079			30,327	27,216	4,805
Administrative	189,361	191,210	90,641	1,632			14,142	12,094	1,553
Total	2,319,077	1,890,957	805,770	75,888	71,533	8,928	86,272	77,323	14,360
Depreciation and Amortization	354,144	303,423	157,019	9,770	8,812	2,263	9,426	7,179	3,158
Net Operating Income	86,429	321,079	51,113	1,486	11,203	1,902	1,647	4,309	(1,654)

* Reports not required of these carriers.

	All-Cargo Airlines (Domestic)			All-Cargo Airlines (int'l)			Other		
	1979	1978	1969	1979	1978	1969	1979†	1978	1969
Operating Revenues — Total	315,552	246,001	78,642	383,132	370,887	165,958	690,932	13,070	1,233
Passenger	—	—	—	—	243	—	634,542	7,881	1,013
Freight	292,394	232,497	29,469	225,652	215,953	38,474	9,498	457	34
U.S. Mail	3,531	2,378	936	23,696	25,448	13,897	1,655	—	—
Express	1,589	579	379	—	—	2	379	—	1
Charter	7,435	6,596	41,191	122,668	115,720	111,260	20,000	4,013	159
Public Service Revenue	—	—	—	—	—	—	6,144	—	—
Other	155	3,951	6,668	1,326	13,523	2,323	1,832	91	2
Operating Expenses — Total	306,751	218,368	80,211	402,911	351,972	151,797	620,888	13,840	1,311
Flying Operations	129,833	91,820	30,147	166,610	140,485	64,544	241,084	4,871	347
Maintenance	35,997	29,828	16,420	50,746	40,697	25,031	84,082	3,900	294
General Services & Administration									
Passenger Service	5	—	1,783	6,495	5,544	8,131	24,951	—	—
Aircraft & Traffic Servicing	83,084	56,816	16,097	102,481	92,398	26,772	71,461	—	—
Promotion and Sales	16,539	7,298	3,251	25,521	28,818	5,582	52,005	—	—
Administrative	13,275	11,560	3,901	21,215	20,141	7,122	90,611	4,152	479
Total	112,904	75,674	25,032	155,713	146,901	47,558	239,028	4,152	479
Depreciation and Amortization	20,412	17,759	8,611	25,428	19,929	14,664	35,565	54	106
Net Operating Income	8,801	27,633	(1,569)	(19,779)	18,915	14,161	70,044	(770)	(78)

† Does not include Apollo, Cochise, Coleman, Mackey, Mississippi Valley and New Haven.

Income Statement

	Total U.S. Scheduled			Domestic Trunk			Local Service		
	1979	1978	1969	1979	1978	1969	1979	1978	1969
Total Operating Revenues ($000)	27,257,195	22,883,955	8,790,951	17,486,701	15,309,391	6,134,700	2,805,391	2,271,179	611,080
Total Operating Expenses ($000)	27,041,980	21,519,092	8,403,497	17,550,553	14,470,415	5,789,817	2,674,952	2,127,199	628,517
Operating Income ($000)	215,215	1,364,863	387,454	(63,852)	838,976	344,883	130,439	143,980	(17,436)
Interest Expense ($000)	618,822	538,642	283,355	340,216	308,824	169,005	90,419	64,761	41,495
Income Taxes ($000)	(165,056)	220,119	94,898	(161,016)	159,988	91,023	24,621	27,079	(5,707)
Net Profit or (Loss) ($000)	409,246	1,196,537	52,723	143,891	748,001	110,427	95,261	102,932	(63,008)
Profit Margin on Sales (%)	1.6	5.2	0.6	0.8	4.9	1.8	3.4	4.5	—
Rate of Return on Investment (%)	7.0	13.0	3.3	5.4	12.3	4.3	12.1	12.1	(4.2)

	International Trunks			Intra-Hawaiian			Intra-Alaskan		
Total Operating Revenues ($000)	5,191,457	4,331,776	1,689,387	179,218	150,543	35,753	204,811	165,006	25,704
Total Operating Expenses ($000)	5,105,028	4,010,697	1,638,275	177,571	146,234	37,408	203,325	153,803	23,802
Operating Income ($000)	86,429	321,079	51,113	1,647	4,309	(1,654)	1,486	11,203	1,902
Interest Expense ($000)	116,605	126,491	49,928	7,448	5,035	1,553	8,008	5,718	1,255
Income Taxes ($000)	(31,596)	14,273	7,936	(1,219)	(2)	(4)	1,809	(1,373)	335
Net Profit or (Loss) ($000)	100,757	298,454	19,910	2,010	2,581	(3,707)	2,518	8,381	488
Profit Margin on Sales (%)	1.9	6.9	1.2	1.1	1.7	—	1.2	5.1	1.9
Rate of Return on Investment (%)	7.9	17.7	3.2	11.2	4.0	(10.5)	8.5	11.7	6.0

	All-Cargo (Domestic)			All-Cargo (International)			Other		
	1979	1978	1969	1979	1978	1969	1979†	1978	1969
Total Operating Revenues ($000)	315,552	246,001	78,642	383,133	370,887	165,958	690,932	13,070	1,233
Total Operating Expenses ($000)	306,751	218,368	80,211	402,912	351,972	151,797	620,888	13,840	1,013
Operating Income ($000)	8,801	27,633	(1,569)	(19,779)	18,915	14,161	70,044	(770)	(78)
Interest Expense ($000)	14,946	11,694	7,734	17,490	14,828	10,684	23,690	136	95
Income Taxes ($000)	(6,402)	13,722	264	(6,679)	6,525	1,128	15,426	(93)	—
Net Profit or (Loss) ($000)	11,224	13,488	(7,906)	11,550	24,455	2,949	62,458	(162)	(36)
Profit Margin on Sales (%)	3.6	5.5	—	3.0	6.6	1.8	8.9	—	—
Rate of Return on Investment (%)	10.6	11.5	(0.9)	8.6	11.1	6.2	n.a.	n.a.	n.a.

† Does not include Apollo, Cochise, Coleman, Mackey Mississippi Valley, New Haven.

Balance Sheet (In Thousands of Dollars)

	Total U.S. Scheduled			Domestic Trunk			Local Service		
	1979	1978	1969	1979	1978	1969	1979	1978	1969
Assets									
Current Assets	6,744,956	5,547,209	2,383,590	5,424,175	4,843,443	1,742,945	700,606	432,954	166,344
Investments and Special Funds	1,194,217	869,521	1,494,642	1,051,449	713,039	1,090,440	59,463	105,607	20,984
Flight Equipment	18,626,923	16,127,299	9,947,835	15,781,603	14,295,861	7,685,654	1,626,261	1,351,784	654,960
Ground Property and Equipment	3,518,703	3,107,977	1,255,507	3,143,664	2,797,141	959,448	216,059	167,729	51,808
Reserve for Depreciation	(9,746,491)	(8,798,173)	(534,817)	(8,765,370)	(8,010,094)	(2,858,277)	(598,589)	(528,191)	(139,367)
Other Property	4,416,997	3,592,549	349,137	3,506,405	3,096,088	232,872	408,763	249,062	21,786
Deferred Charges	348,965	296,999	244,454	225,868	179,948	129,588	102,338	109,853	46,819
Total Assets	24,420,221	20,743,381	12,124,529	20,367,795	17,855,424	8,982,670	1,973,629	1,888,797	823,333
Liabilities									
Current Liabilities	7,070,942	5,274,718	2,149,220	5,931,864	4,570,418	1,505,064	663,426	489,465	230,440
Long-Term Debt	5,778,736	4,282,887	5,485,075	4,227,959	3,340,048	3,773,899	849,242	655,090	521,040
Other Non-Current Liabilities	136,700	2,740,648	255,966	112,013	2,470,126	246,086	6,324	119,913	147
Deferred Credit	1,459,853	1,566,772	979,197	1,342,829	1,506,418	838,548	36,979	26,359	2,052
Stockholders' Equity — Net of Treasury Stock	9,224,925	6,878,355	3,255,071	7,938,471	5,968,413	2,619,073	732,015	597,971	69,354
Preferred Stock	861,676	182,536	36,330	809,924	124,189	24,172	47,565	57,807	11,832
Common Stock	269,201	325,205	264,587	180,946	260,210	195,352	28,002	27,354	23,476
Other Paid-in Capital	3,113,265	2,737,418	1,316,393	2,566,438	2,338,637	985,496	333,496	276,523	102,553
Retained Earnings	3,934,664	3,634,748	1,639,683	3,342,268	3,246,031	1,414,993	323,337	236,759	(68,500)
Less: Treasury Stock	5,129	1,552	1,922	4,113	654	939	385	473	7
Total Liabilities and Equity	24,961,439	20,743,381	12,124,529	20,367,795	17,855,424	8,982,670	2,514,901	1,888,797	823,333

	Intra-Hawaiian			Intra-Alaskan			All-Cargo		
	1979	1978	1969	1979	1978	1969	1979	1978	1969
Assets									
Current Assets	50,113	31,112	8,116	45,891	47,042	9,236	390,285	190,103	91,734
Investments and Special Funds	1,287	3,446	1,527	2,623	12,804	1,682	54,798	34,516	25,688
Flight Equipment	82,460	70,208	30,729	120,349	96,513	27,196	506,591	302,543	312,916
Ground Property and Equipment	13,583	12,567	6,116	44,073	39,146	7,883	98,216	90,719	24,996
Reserve for Depreciation	(22,942)	(18,548)	(14,361)	(48,790)	(42,450)	(11,101)	(159,829)	(135,031)	(59,565)
Other Property	41,024	28,017	3,069	22,592	16,461	172	284,234	201,334	21,490
Deferred Charges	2,679	2,725	2,643	803	1,144	1,831	9,148	2,963	21,777
Total Assets	168,204	129,528	41,195	181,265	170,660	36,898	1,002,158	687,150	439,035
Liabilities									
Current Liabilities	55,271	39,371	14,242	55,326	41,514	5,404	218,789	129,554	64,232
Long-Term Debt	67,380	45,967	19,366	68,255	64,503	17,600	364,963	168,769	261,161
Other Non-Current Liabilities	1,534	17,594	747	634	3,026	61	14,987	129,979	5,593
Deferred Credit	4,349	3,561	13	4,303	4,611	291	37,136	25,822	25,075
Stockholders' Equity — Net of Treasury Stock	26,352	23,035	6,824	50,513	57,006	13,543	264,967	233,025	82,975
Preferred Stock	50	52	83	—	—	—	353	441	244
Common Stock	10,973	7,462	6,252	9,695	8,428	3,381	20,841	20,958	20,436
Other Paid-in Capital	8,452	7,807	6,591	15,100	22,532	3,131	94,982	87,818	34,994
Retained Earnings	9,511	7,713	(6,102)	26,231	26,426	7,031	132,255	123,808	27,545
Less: Treasury Stock	8	—	—	515	379	—	—	—	244
Total Liabilities and Equity	168,204	129,528	41,195	181,265	170,660	36,898	1,002,158	687,150	439,035

Balance Sheet (In Thousands of Dollars)

	International Trunks			Other		
	1979	1978	1969	1979	1978	1969
Assets						
Current Assets			361,641	133,885	1,694	592
Investments and Special Funds			353,950	24,598	93	3
Flight Equipment			1,226,964	493,551	5,447	396
Ground Property and Equipment		Balance sheet	203,478	63,569	467	301
Reserve for Depreciation		data reported	(465,912)	(150,971)	(2,666)	104
Other Property		in Domestic	69,176	153,978	—	208
Deferred Charges		Trunk	41,271	8,130	—	8
Total Assets		Category	1,790,566	727,171	5,035	2,063
Liabilities						
Current Liabilities			323,255	146,266	3,512	1,252
Long-Term Debt			883,000	200,937	3,285	658
Other Non-Current Liabilities			2,717	1,208	—	—
Deferred Credit			113,148	34,257	—	32
Stockholders' Equity — Net of Treasury Stock			468,476	212,608	445	48
Preferred Stock			—	3,784	48	—
Common Stock		Balance sheet	11,836	18,741	122	20
Other Paid-in Capital		data reported	179,863	94,796	4,036	244
Retained Earnings		in Domestic	277,510	101,062	4,605	(216)
Less: Treasury Stock		Trunk	733	107	—	—
Total Liabilities and Equity		Category	1,790,566	727,171	6,352	2,063

Airline Categories

These are the airlines included in each of the categories of scheduled carriers reporting to the CAB.

Domestic Trunks
American
Braniff
Continental
Delta
Eastern
National
Northwest
Pan American
Trans World
United
Western

Local Service
Frontier
Hughes Airwest
Ozark
Piedmont
Republic
Texas International
USAir

Intra-Alaskan
Alaska
Kodiak - Western Alaska
Munz Northern
Reeve
Wien Air Alaska

Intra-Hawaiian
Aloha
Hawaiian

International Trunks
American
Braniff
Continental
Delta
Eastern
National
Northwest
Pan American
*Transamerica
Trans World
Western

All-Cargo
Airlift International
Flying Tiger
Seaboard World

Other
*Air California
*Air Florida
Air Midwest
Air New England
*Air Wisconsin
*Altair
*Apollo
Aspen
*Big Sky
*Cochise
*Coleman
*Golden West
*Mackey
*Mississippi Valley
*New Haven
*Pacific Southwest
*Sky West
*Southeast
*Southwest
*Swift
Wright

* Newly certificated carriers not included in 1978 data.

Notes

a. Strike notices:

Carrier	Period of Full Strike	Partial Operations	Resumption
Northwest		4/29/78 - 8/14/78	8/15/78
Hughes Airwest	9/10/79 - 11/9/79		11/10/79
Ozark	9/14/79 - 11/4/79		11/5/79
United	3/31/79 - 5/27/79		5/28/79
Wien		5/7/77 - 3/2/79	3/3/79
Flying Tiger	8/25/79 - 9/11/79		9/12/79

b. DC-10 grounding: Airworthiness certificate lifted 6/6/79. Restored 7/13/79.

c. North Central and Southern merged, effective 7/1/79, and are now doing business as Republic Airlines.

d. USAir formerly Allegheny Airlines, Inc. Name changed 10/28/79.

Definition of Terms

Revenue Passenger Mile. One fare-paying passenger transported one mile. Revenue passenger miles are computed by multiplying the number of revenue passengers by the miles which they are flown.

Available Seat Miles. The total number of seats available for the transportation of revenue passengers multiplied by the number of miles which those seats are flown.

Revenue Passenger Load Factor. The percentage of seating capacity which is actually sold and utilized. Computed by dividing revenue passenger miles flown by available seat miles flown in scheduled revenue passenger service.

Revenue Ton Mile. One ton of revenue traffic transported one statute mile. Revenue ton miles are computed by multiplying tons of revenue traffic (passengers, freight, mail and express) by the miles which this traffic is flown.

Available Ton Miles. The total number of tons available for the transportation of passengers, freight and mail multiplied by the number of miles which this capacity is flown.

Revenue Ton Mile Load Factor. The percentage of total capacity available for passengers, freight and mail which is actually sold and utilized. Computed by dividing total revenue ton miles actually flown by total available ton miles.

Air Cargo. In the United States, this term refers to the total volume of freight, mail and express traffic which is transported by air. In other countries, this term refers only to air freight. Statistics herein include the following:

Freight —The airlift of commodities of all kinds—includes small package counter services.

Express—Priority reserved freight and express services.

U.S. Mail—All classes of mail transported for the U.S. Postal Service.

Net Profit Margin. Net profit after interest and after taxes as per cent of operating revenue.

Operating Profit Margin. Operating profit (operating revenues minus operating expenses), as per cent of operating revenues.

Public Service Revenues (Subsidy). Payments by the federal government which provide for air service to communities in the United States where traffic levels are such that air service could not otherwise be supported.

Revenue Passenger Enplanements. The total number of revenue passengers boarding aircraft in scheduled service, including originating, stopover or on-line connecting passengers.

Net Profit or Loss. This figure is before "accounting changes" and after other non-operating income and expenses which are not shown.

Rate of Return on Investment. For 1978 and 1979 the rate of return on investment reflects earnings before accounting changes plus gross interest expense. Total investment in a five-quarter average of total net worth (stockholders' equity) plus long-term debt including current notes payable, current and noncurrent lease obligations, advances from associated companies and nontransport division, and unamortized premium (less discount) on debt.

Balance Sheet. Balance Sheet data for the domestic trunk airlines include their international as well as domestic operations. The all-cargo category includes domestic and international all-cargo carriers.

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